United States Patent [19]

Salguero

[11] **4,055,156**

[45] **Oct. 25, 1977**

[54] **ROTARY ENGINE**

[75] Inventor: **Hugo A. Terán Salguero**, La Paz, Bolivia

[73] Assignee: **Gundlach, S.A.**, Bolivia

[21] Appl. No.: **666,500**

[22] Filed: **Mar. 12, 1976**

[51] **Int. Cl.**[2] **F02B 53/08**

[52] **U.S. Cl.** ..... **123/8.33**; 418/61 R; 418/221; 123/8.35

[58] **Field of Search** ..... 123/8.33, 8.45, 8.35; 418/61 R, 221

[56] **References Cited**

U.S. PATENT DOCUMENTS

866,767	9/1907	Bauter	418/231
1,809,051	6/1931	Luther	418/231
2,371,514	3/1945	Gold et al.	418/231
3,636,930	1/1972	Okada	123/8.45
3,820,513	6/1974	Buettner	123/8.33
3,885,531	5/1975	Zollenkopf	123/8.45

Primary Examiner—Carlton R. Croyle
Assistant Examiner—Robert E. Garrett
Attorney, Agent, or Firm—Schuyler, Birch, Swindler, McKie & Beckett

[57] **ABSTRACT**

An internal combustion engine of the rotary type having an elliptical housing within which charge-carrying pistons move. The engine includes a stationary central portion having an elliptical outer surface about which the pistons move. A pair of gate valves slide longitudinally of the central portion, dividing the working chamber into separate compression and expansion zones. A gear system maintains a particular orientation of the pistons. The valves are interconnected to open and close at the proper time to allow the pistons, with the trapped, compressed fuel-air charge carried therein, to pass from the compression zone to the expansion zone.

15 Claims, 10 Drawing Figures